

MAY DROP FIVE MONDAY FUEL HOLIDAYS



The



World.



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ALL CITY SHUTS DOWN FOR COAL SAVING

Peace Strikes in Austria Force Cabinet Out

AUSTRIAN MINISTERS QUIT; 1,120,000 WORKERS STRIKE IN EFFORT TO FORCE PEACE

Despatch From Vienna to Berliner Morgen Post Says Count von Toggenburg Is Trying to Form a Ministry—Riots All Over Country.

AMSTERDAM, Jan. 21.—The Austrian Ministry has resigned, according to a Vienna despatch printed by the Berliner Morgenpost to-day.

Count von Toggenburg, Minister of the Interior, is reported attempting to reform the Cabinet, the Vienna despatch said.

A despatch to the Berlin Vorkriegs reported five labor mass meetings in Vienna adopting resolutions "demanding resolutely the termination of a general peace."

The despatch asserted the meetings "condemned the speeches of Lloyd George and Wilson, and especially the Wilson peace program, as signs that the Government was under pressure of war and are beginning to restore their imperialistic war aims."

The Vorkriegs also asserted that debate in the lower Parliamentary house at Vienna indicated that the Austrian bourgeoisie also took such a resolution.

PARIS, Jan. 21. A despatch from Zurich to the Morning says 1,120,000 workers are out on a strike for peace.

Thirty-one Peace Meetings Held in Budapest.

ZURICH, Jan. 21 (United Press).—All Austria-Hungary is crying out for peace.

Reports to-day show general strikes, declared Friday, spreading throughout the nation.

Despatches to-day indicated that at Budapest the entire railway, tramway and underground services had stopped. Thirty-one separate meetings of strikers were held.

At Craiova great demonstrations were reported. The shops have been ordered closed and the public forbidden to congregate on the streets after 6 o'clock at night.

Papal Xuncio Reports Critical Situation in Austria.

ROME, Jan. 21 (United Press).—Greatly stirred by President Wilson's outline of war aims, Austria-Hungary is ablaze with opposition to militarist Germany, according to reports to the Vatican received from the Papal Xuncio at Vienna. It was understood he described the situation in the Dual Monarchy as "most critical for the Teutonic military combine."

Industrial chaos of more than mere local nature is reported. Grievous differences have developed between Emperor Charles and the Pan-German leaders.

Bill Would Empower Draft for War Industries.

WASHINGTON, Jan. 21.—A bill authorizing the President to order the registration and drafting of all men between eighteen and sixty-two, to be used in the conflict of industries necessary for the war, was provided in a bill introduced to-day by Senator McAdoo and referred to the Military Committee.

Washington Blaze Was Started by a Promissory Note.

WASHINGTON, Jan. 21.—Frederick L. Woodward, a private in the Army Quartermaster Corps, confessed to-day that he started the fire which threatened the Quartermaster School house last week and destroyed \$50,000 worth of food and other supplies. An official statement says Woodward declared himself a promissory note and had in 1916 fired a lodging house in Worcester, Mass.

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McAdoo Opposes U. S. OWNERSHIP OF THE RAILWAYS

Control Must Last After War, However, He Says—Roads Need Billion.

WASHINGTON, Jan. 21.—A billion dollars must be advanced to the railroads for improvements before they will be on an effective war basis, Director General McAdoo announced before the Senate Interstate Commerce Committee to-day.

At the same time Mr. McAdoo came out definitely against Government ownership of the roads.

The Director General said his survey of the railroad situation had convinced him Government funds must go into the roads to help them expand. He forecast the continuation of Government control for some time when he said Congress should not limit such control to any definite period.

"The Government probably will have to put between \$1,000,000,000 and \$1,500,000,000 into the roads to bring them to the highest state of efficiency and keep them in that condition in order to meet the vital needs of the war," Mr. McAdoo said.

Hasty and ill considered legislation now, he said, would be ruinous to holders of railroad securities when the Government relinquishes control of the lines.

For this reason Mr. McAdoo urged that the committee report the pending Railroad Bill as written, with the provision that Government control shall continue until Congress shall otherwise order.

AGAINST FEDERAL OWNERSHIP, BUT FOR CONTROL.

The Director General's statement that he does not believe in Government ownership was in answer to a question from Senator Watson of Indiana, an outspoken foe of Government ownership.

"Mr. Secretary, do you believe in Government ownership?" asked Watson.

"I do not," replied McAdoo, "but I believe it will be impossible to return to competitive conditions as they were before the Government stepped in. There will have to be a greater measure of Government control and regulation hereafter than we have had in the past. And if you now limit the period of Government control you may make impossible new legislation to meet situations that may arise."

"We must use our best foresight. To throw the roads back to private control, with competition destroyed and with one line carrying business at the expense of another, would be a grave mistake."

Mr. McAdoo cited his recent action in New York in ordering coal trains moved through the Pennsylvania tunnel as an instance where it was necessary arbitrarily to set aside local control. Freight movement through the tunnel is very restricted under the Public Service Commission, he said.

"If I had had to file an application to move this freight and wait for a decision of the commission Long Island people would have frozen to death," he said.

LENGTH OF WAR TO FIX TIME OF HOLDING.

Mr. McAdoo was asked how long, in his opinion, it would be necessary for the Government to retain control of the lines.

"That all depends on the length of the war," he replied. "If it lasts six months or a year, the period required to liquidate the war effort and turn them back will be comparatively short. But if it lasts three to five years the period of liquidation naturally will be longer."

The fact that the Government is

thus described:

"To consider, devise and formulate plans and policies, general and special, for the effectual conduct and vigorous prosecution of the existing war and to direct and procure the execution of the same."

"To supervise, co-ordinate, direct and control the functions and activities of all executive departments, officials and agencies of the Government in so far as, in the judgment of the War Cabinet, it may be necessary or advisable so to do for the effectual conduct and vigorous prosecution of the existing war."

"To consider and determine upon its own motion or upon suggestion to it, subject to review by the President, all differences and questions relating to the conduct and prosecution of the war that may arise between any such departments, officials and

McAdoo Says Five Workless Mondays May Be Dropped From Fuel Order

WASHINGTON, Jan. 21.—Director General of Railroads McAdoo, in testifying before the Senate Interstate Commerce Committee, said to-day that it may not be necessary to continue the Monday holiday beyond the middle of February.

(This would eliminate five of the nine extra days provided for in the shutdown order of Fuel Administrator Garfield.)

WILSON TO FIGHT TO A FINISH BILL TO CREATE WAR CABINET INTRODUCED TO-DAY IN SENATE

Measure Would Give Full Control of Departments Now Ruling at Washington.

WASHINGTON, Jan. 21.—President Wilson has served notice on Democratic leaders in the Senate that he will use all his influence and power to defeat Senator Chamberlain's bill to create a War Cabinet.

"The President will fight to the finish," was the word brought to the Capitol to-day.

Senator Chamberlain introduced the bill in the Senate to-day.

The bill has the approval of all the Democratic members of the Senate Military Committee, of which Chamberlain is Chairman. They show no disposition to recede.

Members of Congress saw in the situation the makings of a historical contest between the Executive and Congress.

President Wilson told the leaders with whom he consulted to-day that he considered the creation of a War Cabinet would take the personal direction of America's part in the conflict out of his hands, and likened it to the attempts to curtail the authority of President Lincoln.

While the Democrats, who stand for the bill, were firm, there were no surface conditions as yet as to how far the rank and the might be ready to vote against the President's wishes, especially when he put the case so strongly.

It was generally accepted that the Republicans were for the bill.

Senator Swanson, Acting Chairman of the Naval Committee, objected to the bill being referred to the Military Committee alone and it went over until to-morrow without reference.

"We are satisfied the navy is competent," said Senator Swanson, "and do not think its reorganization should be considered by the Military Committee alone."

The War Cabinet's functions are thus described:

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RAILWAY BLOCKADE HERE IS UNBROKEN; COLD SHUTS MINES

Drastic Remedies Fail to Move Freight, but West Sees Some Hope.

Railroad traffic conditions throughout the country east of the Mississippi River showed little if any improvement to-day. The blockade at New York remains unbroken. Along lines to the west there are endless rows of stalled freight cars struggling to move.

Government control of railways, workless days, heatless days, clearing up days, embargo days and valiant efforts of thousands of workmen have proven practically ineffective against the prevailing physical conditions.

Old Boreas, king of the field, and still in control of the field, and until he retreats little progress can be made either with commercial freight or coal.

"Do you believe in prayer?" asked A. H. Smith, Regional Director of Eastern railroads, of a caller. "If you do, get busy and pray for fair and warmer weather. The continued cold and snow are our heaviest handicaps."

A survey of the country to-day by railroad operators found general conditions about the same as yesterday and differing little from those of last Monday. Some sections reported improvement and some setbacks. Every official is living on hopes for to-morrow rather than the realities of to-day.

The fact that no snow was reported, except in Northern New York, was seized upon as a helpful condition. It enabled trunk lines to start some traffic this morning at better speed and keep main tracks open.

One gratifying report was that empty coal cars were running more rapidly toward the mines and that there was more coal on the tracks headed Eastward than at any time for several weeks. When these contingencies can get through to New York and other seaboard points, however, is a question.

This improvement was offset in considerable measure by gloomy reports from the anthracite district of Pennsylvania, where temperatures far below zero were putting both mines and railroads temporarily out of business.

Summing up the general railroad situation at noon, Government operating headquarters in this city reported:

Main lines showing some improvement and a larger amount of traffic started moving this morning.

Torpedo and yards still badly congested and slow progress made in clearing them out. Situation around New York harbor shows little change.

New England getting an increased number of cars of coal.

Little new freight being accepted.

(Continued on Fourth Page.)

GARFIELD'S ORDER OBEYED, BUT BUSINESS IS PARALYZED; ONLY 200 VIOLATORS CITED

"Patriotic Support Given Fuel Edict," Says Administrator Schley—Small Stores Open Without Heat or Light—All Downtown in Gloom.

New York, in the total eclipse of its first "Garfield Monday," was scrupulously observant to-day of the regulations turning life topsy-turvy, even if it was not happy.

Whatever lapses from the strict letter of Dr. Garfield's law occurred—and they were not infrequent—were more through confusion as to the exact interpretation of the closing mandate than through wilful violation. Many establishments banned by the Monday holiday ukase opened early in the day, the error of their judgment before even a hint came from the local Fuel Administration and clamped the padlock on their doors.

To give an estimate of the number of persons in the greater city who were idle to-day would be to quote the sum total of the city's census with perhaps 15 per cent. topped off. Added to the hundreds of thousands who have been out of work by the shutting down of all manufacturing industry under the five day closing provision was to-day's vast army of professional men, clerks, store owners and office forces. Ten thousand saloons either closed down entirely or operated with scant light.

200 VIOLATORS REPORTED.

United States Marshal McCarthy said at noon that he had received 200 complaints of violations of the Garfield order and that he had a special squad of seventy-five deputies making the rounds to watch for other violations. I. e. said no warrants would be asked for to-day, however, as it is desired that investigations be made first—and anyway there is no danger that offenders will get away.

"The order for the Monday holiday has been wonderfully obeyed," said Reeve Schley, Manhattan Fuel Administrator.

"I went through part of the wholesale district and several of the retail streets early to-day and I think the patriotic support given us by most business houses, office buildings and other interests is a fine display of public spirit."

In a lengthy telegram specifying certain exemptions which the local Fuel Administration received to-day from Dr. Garfield it was set forth that "owing to the general confusion arising in the matter" for this Monday only stores selling or preparing food may be allowed to remain open all day instead of closing at noon, as the National Fuel Administrator's order of Jan. 17 directed.

OFFICE BUILDINGS SHUT TO ALL BUT EXEMPTED CLASSES.

In practically all of the office buildings downtown the corridors were much warmer than the few who came to work anticipated. The Fuel Administrator had ruled that just enough heat to keep pipes from freezing was permitted. But, so coal dealers explained, the sudden drop in temperature to a frigidity not anticipated necessitated the greater warmth in the buildings else they would have been untenable to-morrow.

A survey of some of the big office buildings downtown showed a rigid spirit of compliance with rules. In practically all of them none could enter an elevator without a pass signed by the Superintendent—and to get such a pass one had to prove that he was connected with an exempt office.

Early morning travel on local transit lines was noticeably thinner.

BRITISH TAKE PRISONERS IN PATROL ENCOUNTERS

Little Fighting on Western Front, According to London, Paris and Berlin Reports.

LONDON, Jan. 21.—"The night passed quietly," the War Office reports. "We captured a few prisoners in patrol encounters."

PARIS, Jan. 21.—"Aside from the usual artillery fire there is nothing to report," says to-day's War Office communication.

BERLIN (via London), Jan. 21.—"While waiting off an English attack south of Verdun we took some prisoners," to-day's official statement said.

WANTS EVERY SOLDIER IN KNOW ABOUT WAR LIFE INSURANCE.

WASHINGTON, Jan. 21.—That no soldier may lose the benefits of war life insurance through ignorance of his rights, Adj. Gen. McInnis to-day ordered Divisional Commanders to require all officers and men in each company to sign a statement declaring that they understand fully the Government insurance law and their rights and privileges.

THE WORLD TRAVEL BUREAU.

40-42 Park Row, N. Y. City.

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